

Today's Advertisements.

Synonyms: SCHLITZ and PURITY.

Insist on Having

SCHLITZ BEER



SCHLITZ BEER Received the Highest Award for PURITY at the Columbian Exposition.

WATKINS & CO., AGENTS.

THE EASTERN MICA MANUFACTURING WORKS, LIMITED.

A MEETING APPLICANTS FOR SHARES In the above COMPANY will be held in the HONGKONG HOTEL on TUESDAY, the 15th December, 1896, at 4 P.M. for the purpose of Allotment and to appoint the 1st Directors of the Company.

All Persons who have applied for Shares are requested to attend at the time and place above mentioned.

C. HOLDSWORTH, Manager.

Hongkong, 9th December, 1896. [1902]

DAKIN, CRUICKSHANK AND COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of DAKIN, CRUICKSHANK AND COMPANY, LIMITED, will be held at the HONGKONG HOTEL, Victoria, Hongkong, on THURSDAY, the 17th day of December, 1896, at NOON, for the purpose of considering and if thought fit, passing a Resolution that the Company be wound up voluntarily.

Should the Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a second Extraordinary General Meeting to be subsequently convened.

By Order of the Board of Directors, WM. HAY, Manager.

Hongkong, 9th December, 1896. [1903]

HONGKONG PHILHARMONIC SOCIETY.

A CONCERT will be given in ST. GEORGE'S HALL on THURSDAY, the 17th December, at 9.15 P.M.

SEATS may now be secured at Messrs. W. ROBINSON & Co., Queen's Road.

Hongkong, 9th December, 1896. [1900]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI AND KOBE.

THE Steamship

"GISELA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Undersigned before Noon on the 16th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 16th instant will be subject to rent.

Bills of Lading will be countersigned by SANDER & Co., Agents.

Hongkong, 9th December, 1896. [1932]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURACHI, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, PLYMOUTH AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS, to NATAL, EAST LONDON, PORT ELIZABETH and CAPE TOWN.)

THE Company's Steamship

"GISELA," Captain Grigorov, will be despatched as above TO-MORROW, the 10th instant, at Noon.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to

SANDER & Co., Agents.

Hongkong, 9th December, 1896. [1932]

"GLEN" LINE OF STEAM PACKETS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GLENGYLE," Captain McGillivray, will be despatched as above on THURSDAY, the 17th instant, at 4 P.M. instead of as previously advertised.

For Freight or Passage apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 9th December, 1896. [1896]

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st May, 1896. [1897]

EYE-SIGHT.

NOTICE.

MR. N. LAZARUS, Oculist-Optician, of LONDON and CALCUTTA, may be consulted for SPECTACLES at the HONGKONG HOTEL (Room No. 139).

ONLY FOR A FEW DAYS MORE.

A great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eye, the many years of "Eye Strain" ending in various forms of diseases. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

MR. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE.

HONGKONG HOTEL, (Room No. 139).

Hongkong, 5th December, 1896. [1897]

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits; and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be tested a month before use. When required for drinking at once it should be ordered to be decanted at the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest Priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure COGNAC, the difference in price being merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 15th September, 1896. [1896]

BIRTH. At Kichang, on the 3rd instant, the wife of JAMES FETTERSTONHAUGH, of a son.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, DECEMBER 9, 1896.

TELEGRAMS.

REUTER'S MESSAGES.

THE VENEZUELA QUESTION.

Venezuela has accepted the agreement made between the United States and Great Britain to submit the dispute to arbitration.

THE PRESIDENT'S MESSAGE TO CONGRESS.

A WARNING TO SPAIN.

President Cleveland, in his Message to Congress, strongly urges the granting of a genuine autonomy to Cuba, which would end the present ruinous war. He says that the United States have always been ready to mediate, and hints that they might eventually have to intervene if Spain proves powerless to restore order in the island.

A QUIET HINT TO THE SULTAN.

In his Message to Congress President Cleveland says he cannot believe that the present sombre prospect in Turkey can be long permitted to offend the sight of Christendom.

DE DEFENDING.

With regard to the tariff the President merely defends the one now existing.

(From L'Aspir de Tonkin.)

THE REBELLION IN THE PHILIPPINES.

PARIS, December 2nd.

The insurgents in the Philippines, although defeated in several encounters by Spaniards, are constantly extending the sphere of their operations.

LOCAL AND GENERAL.

REGATTA to-morrow.

PROFESSOR WANGMAG has arrived in Formosa to pursue enquiries into the predisposing causes of outbreaks of bubonic plague.

It is reported that Lin Chih-hang, Taoist designate of Shanghai, will take over the seals of office from Li Taotai on the 22nd inst.

A MEETING of applicants for shares in the Eastern Mica Manipulating Works, Limited, is advertised to be held at the Hongkong Hotel at 4 p.m., on Tuesday, 15th inst.

It took us fully two hours to fix up the Schlitz beer "ad" in this issue, and even now it isn't quite as symmetrical as our lynch-eyed job foreman would like to have it.

OWING to the late arrival of the N. D. L. chartered steamer *Daphne*, from Japan, the departure of the *Sachsen* for Europe has been postponed till daylight to-morrow.

No hopes are entertained of floating the stranded steamer *Sultan*, which is ashore in the Yangtze, until after the winter, the water having fallen three feet since she smelt the ground.

A FRENCHMAN named Armand Tanel wounded his wife, formerly a Miss Pegibout, with a revolver while trying to shoot her at Yokohama the other day. Tanel is to be sent home.

THE Imperial Bank of China, projected some time ago by Director General Sheng, has been approved by the Board of Revenue, and the scheme will now be presented to the Emperor.

A CONCERT is to be given by the Hongkong Philharmonic Society in St. George's Hall, on the 17th inst. The plan of seats is now open at Messrs W. Robinson & Co's Music Warehouse.

Up to the hour of going to press the forthcoming French mail boat *Tamara* (which is bringing on the disabled *Saghalien*'s mails, cargo and passengers from Saigon) had not reached Gap Rock.

THE *Motory* hears that the decree appointing Lo Fung Luh as Minister to Great Britain, Wang Chun Shu as Minister to Germany, and Wu Ting Fung as Minister to the United States, etc., was issued on 22nd ultimo.

MR. KID ROYCE, an employee of the Maruya dispensary, Yokohama, who sold arsenic to Mrs. Carew, has been fined by the Yokohama Magistrate \$10 in accordance with the Regulations relating to the sale of poisons.

A CONSULAR report received at Tokio from Manila states that on the 8th November the Spanish troops were defeated by the rebels, but that nothing particular had occurred from that time up to 24th inst. Both parties were then preparing for a desperate encounter.

The Band of the West York Regiment will play the following programme at the Officers' Mess, Murray Barracks, this evening, commencing at 8 o'clock:

1.—Overture, "The Merry Widow" (Adams).
2.—Polka, "The Merry Widow" (Adams).
3.—March, "The Merry Widow" (Adams).
4.—Waltz, "The Merry Widow" (Adams).
5.—Selection, "The Merry Widow" (Adams).
6.—Selection, "The Merry Widow" (Adams).
God save the Queen.

MEMORANDA.

TO-DAY.—9th December.

8.30 to 12 p.m.—Skating Rink open, at Victoria Hall, Duddell Street.

TO-MORROW.—10th December.

Daylight.—*Sachsen* leaves for Bremen and ports of call.

Regatta.—Local Banks and Insurance offices close.

Noon.—*Coffin* leaves for San Francisco, via usual ports of call.

FRIDAY.—11th December.

Regatta.—Local Banks and Insurance offices close.

2.30 p.m.—Auction of Japanese ware, &c., at Mr. P. Brewitt's sales room, Zealand Street.

3 p.m.—Auction of valuable leasehold property, at the premises, by Mr. J. M. Armstrong.

SATURDAY.—12th December.

2.30 p.m.—Auction of toys, &c., at Mr. G. P. Lammer's sales room, Duddell Street.

3 p.m.—Auction of postage stamps, at Mr. P. Brewitt's sales room, Zealand Street.

SUNDAY.—13th December.

English and American mails due.

We notice that the foundations are being marked out on the building site to the right of New Pedder's Wharf. There should be no fear of the building subsiding after erection as it will stand upon a solid block of concrete many feet thick. The foundations having been so costly and elaborate, we hope shortly to see a building worthy of them erected thereon.

MR. J. KOROSTOVETZ, formerly second secretary of the Russian Legation at Peking, and now first secretary at Lisbon, has published a book entitled "Chinese and their Civilisation." It was printed at St. Petersburg, and contains a very clear map of the Chinese Empire, including Korea and Japan. The map of the Chinese Empire according to Russian ideas will doubtless be a useful record of what China was before.

SPEAKING of the selection of a site for the proposed Japanese settlement at Shanghai, the special correspondent of the *Yiff* advocates Woosung instead of Shanghai, and says that the Whangpoo River is filling up with mud year after year and no artificial dredging can prevent it. The attitude of the Chinese authorities towards river dredging operations is too plain to be mistaken, if the case of the Peiho River can be taken as a criterion. The correspondent declares that Woosung is destined to become a leading port in the future, and the Japanese settlement should be located there, providing proper means of connecting the place with Shanghai are devised.

MR. HARRY DE WINDT, the well known special correspondent of the *Fall Mall Gazette*, who was commissioned some months ago by Mr. W. W. Astor, the owner of the *Fall Mall*, to journey from New York to Paris by land, passed through Seattle on the 5th ultimo on his way back to London, having failed, owing to insurmountable obstacles, to accomplish the journey. In the course of an interview with a representative of the American Press Association Mr. de Windt said:—"I felt sure that when I got into Siberia I would be all right, for I am thoroughly acquainted with travel in Siberia. The only misgivings, if I had any, were about Alaska. But I got through Alaska all right and crossed the Behring Straits at the narrowest point, landing in Siberia at a place called Oumskidlik, a little north of Marcus Bay. There I stuck two months, and had quite a rough time of it with the natives, with nothing much to eat but bear meat. The only way to get inland on my journey was by dog train, and I found that this could only be done during the month of April, as 'travel at any other time is impossible. The Chukchi Indians, who hold the territory in which I landed, are a remarkable race in some respects, though I suppose not differing much from the other tribes on Behring Sea. And there is one thing to be said about them and about Russia. Russia has never been able to subdue the Chukchis, and they have successfully resisted every attempt at it. They live in skin tents and in dirt and snow, are dressed and generally disreputable. I was not glad to get away, but I was sorry not to be able to accomplish my journey."—Mr. de Windt is a man of strong will, who knows not what defeat is, and we may therefore confidently look forward to his task being accomplished next year, for he will negotiate the worst part of the country inland from Marcus Bay in the early spring. We wish him every success.

FATAL FIRE LAST NIGHT.

THREE LIVES LOST.

A sad triple fatality occurred last night at about 8.30 when two women and a child lost their lives by burning. The deceased lived in a family house in New St., near the Tung Wah Hospital, and the husband of the woman living on the ground floor was disturbed by a crackling sound. Looking out he saw the staircase in flames, and he brought his wife out into the street. Some time afterwards he missed her and called her after no more was seen. He was then seized and only was able to say she was in the place when questioned by Inspector Wiltchell. The firemen made every effort to rescue her and her child and the woman on the first floor, but in vain. When the flames were extinguished the bodies, fearfully charred, were found in the ground and first floor cockloaches. The woman in the ground floor room had beside her a box containing \$48.00 in money and \$150 worth of gold and silver jewellery, and it was in trying to save this she lost her life. The woman on the first floor is also thought to have gone back after some goods. The bodies were found by Inspectors Wiltchell and Cochrane and Sergt. Phelps. An immense crowd gathered in the street and the police had hard work to keep the place clear for the firemen. After an hour's work the firemen had completely got the fire under. The building, which is uninsured, is practically gutted. Nothing is known as to the origin of the outbreak. At the Magistrate's day Capt. Hastings held an enquiry into the death of the victims and, after hearing the evidence of Dr. Bell, he returned a finding of "Death from extensive burns." The husband of one of the deceased women is a caretaker of the Chinese theatre, and the other woman's husband is a coolie.

THE XMAS SHOWS.

KELLY & WALSH, LTD.

A visit to Messrs. Kelly & Walsh's establishment, which is a veritable literary landmark in the Far East, is at all times interesting, and now that the goods for the Christmas season are displayed, the place is more attractive than ever. The firm's excellent stock of books is too well known for much description here, but special mention must be made of the handsome bound gift volumes of poems and standard works. The writers on Eastern travel and life are all in evidence on the shelves, and there are novels by all the best and latest authors, as well as the familiar yellow-covered French novels. Science, classics and arts are well represented also. There are some beautiful specimens of Japanese work in the "Flower Books," which are bound in silk and most exquisitely illustrated. A fine assortment of fancy leather card and cigar cases, purses, pocket wallets, and writing desks is on hand for presentation purposes, and Raphael Tuck's beautiful cards and calendars leave really nothing to be desired in this line. The Chinese and Japanese cards are quiet and clever and contain some really excellent work. K. and W. have a grand selection of etching and engravings in large size, which are copies of paintings by Leighton, Alfred East, McWhirter, Luke Fildes, Alma Tadema and De Nerville. These when framed would make handsome presents and they are likely to be readily sold. From Messrs. of Lodge's Hill, London, Kelly and Walsh have received a fine

lection of gold jewellery set with diamonds, rubies, sapphires, etc., and as these articles have been specially chosen for the season and are marked at moderate rates they are well worthy the attention of intending purchasers.

COTTON AND CO.

Messrs Cotton & Co., No. 3, Pedder Street, cater in capital style for the sartorial requirements of the sterner sex and this season they show a most tempting lot of winter dressing-gowns in Scottish woollens, rugs of all sorts, including magnificent things in velvet plush. Hats from such makers as Townsend & Co., London, and gloves from Dent's, ties, braces, socks and underwear are displayed in all the most up-to-date modes. Cyclists, rowers, cricketers, footballers and golfers are provided for with the newest and best goods for wear, and the firm have many fine specimens of trunks and portmanteaux. Raphael Tuck's cards are also stocked in large variety, this maker's play books and dolls' wardrobes being admirably adapted to please the boys and girls. A fine collection of Japanese cards is seen in the show cases, the envelopes enclosing them being adorned with dainty little vignettes. For those contemplating a holiday trip, the matter of an outfit could not be left in better hands than those of our enterprising friends at No. 3, Pedder Street.

HONGKONG BUTCHERY.

When Mr. J. Tatam first opened the Hongkong Butchery, to supply the public with reliable meat food, he probably did not understand all the possibilities of what is called "squeeze plugging." He does now at any rate, but he is fighting gamely against long odds, and he means to maintain his reputation as a meat purveyor. There is no business over which a more careful supervision is needed than that of a butcher's, and when an Englishman with Mr. Tatam's wide experience establishes himself in our midst it certainly is to our advantage to patronise him. Christmas dinner is no dinner at all without the roast beef and Mr. T. is especially selecting his goods for the season. His mutton, veal and pork are of high quality, and his sausages do not try one's confidence with vague fears. A fine assortment of poultry is always on hand, likewise supplies of Californian butter.

J. ULLMANN & CO.

The above firm's shop in Queen's Road Central is a perfect treasure house of the beautiful and wonderful just now. The whole of the jewellery department is filled with gold watches, chains, brooches, rings, pins, etc., lustrous diamonds, sapphires, rubies, pearls and opals in all the latest mountings, presentation clocks in marble and enamel, repeating carriage clocks, baccarat, candelabra mirrors, and countless other tempting articles. In fact, the stock is really wonderful, the French clockwork animals being novelties that are irresistibly amusing, such, for instance, as the rabbit knitting and the poodle at all points. Dolls, some talking, and all their paraphernalia are in evidence and for the boys' there are war games, dart guns, clockwork boats, balls, and cannon, and so forth. Ullmann & Co. have some of the finest music boxes ever seen here, some with three cylinders playing 18 airs. Others have full orchestral effects, such as bells, drums, and cymbals, and the voices are superb. One box in particular plays "Gulliver's Travels," and the classical music is delightfully rendered. Then there are other boxes playing entirely Chinese music, some having dancing girls in motion, and the strains of the Chinese vocalists are very cleverly reproduced by the Swiss workmen. Cards, perfume, and other fancy goods are shown in fine variety, and altogether Messrs Ullmann & Co. have shown much enterprise in their preparations for the trade of the Xmas season.

KWONG SANG.

Photographs are always "in season," but just now they form a very pretty means of conveying Christmas greetings to friends abroad, and the only thing needed, after the "wherewithal" of course, is to find a good photographer. One such is Mr. Kwong Sang, who has a fine gallery at 8 A, Queen's Road. His work proclaims him an artist of much skill and his portraits are finished in a style that would do credit to most operators elsewhere. His charges are moderate and his work commends itself for its artistic quality.

MR. CHEUNG.

MR. CHEUNG, of Lombard Street, is one of the oldest-established photographers in Hongkong, and there are few who do not know his excellent pictures. His experience has perfected him in his profession and the specimens to be seen in his studio show him to be a true artist. In the matter of outdoor groups and views which he has made a speciality some particularly good work is displayed, and as photographic souvenirs of picnics and holiday gatherings, a very popular Mr. Cheung can be confidently commended to do this description in the very best possible style.

MASONIC.

INSTALLATION AT UNITED SERVICE LODGE, NO. 1341 E.C.

The annual installation meeting of United Service Lodge, No. 1341 E.C., was held last night, when Right Worshipful District Grand Master C. P. Chaler, assisted by D. D. G. M. Right Wor. Bro. E. C. Ray, and the Officers of the District Grand Lodge of Hongkong and South China, installed Bro. H. E. A. Helle in the chair of Worshipful Master. The W. M. then lavished his officers as follows:—

1. P. M. Wor. Bro. W. C. H. Hastings.
S. W. " D. Hall.
J. W. " W. H. E. Smith.
Treasurer J. Bremner.
Secretary Wor. Bro. H. J. Watson.
S. D. " J. R. Cook.
D. G. " A. Symes.
Steward H. Hordley.
Tyler G. W. Walling.
Tyler J. Grimble.

The ceremony of investiture over the Brethren adjourned to the Banqueting Hall, which was very prettily decorated for the occasion. On entering the splendid Hall the electric light effects, which included the blinding Star, Square, and Level, at once arrested attention and were much admired, warm praise for the success attained being accorded the decision who had worked hard to produce a display worthy the occasion. The banquet, in which over 120 Brethren and guests participated, was most efficiently served under the personal supervision of Bro. W. Farmer, and during the progress of the feast the usual loyal and Masonic toasts were duly honoured. The toasting over, several of the Brethren favoured the company with some songs and recitations, and in this way a very pleasant time was spent, everybody noting the splendour of the most pleasant assemblies ever held in the Masonic Hall.

OTHER MEETINGS.

The installation meeting of Lodge St. John, No. 618, is fixed for Monday, the 14th instant, at 9 p.m.

An emergency meeting of Perseverance Lodge, No. 1165, will be held on Tuesday, the 15th inst., at 9 p.m.

A regular meeting of Perseverance Lodge will be held on Wednesday, the 16th instant, at 9 p.m.

SPORTING NOTES.

TIPS FOR THE REGATTA.

Training is now over, and those who have neglected it, and find themselves deficient in staying power for the last few strokes, are cursing their foolishness in not taking the advice of the old hands and sticking to the exclusion of lighter amusements. Growing now, however, to the point where they will have to take their kicking like men and resolve to train as men should for next year. It is surprising what a lot of good resolutions are made at such a time, and equally a matter for wonder how few of them are kept.

Of the four entries for the Chairman's Challenge Cup, *Thistle* and *Rose* show up best, while *Leek* is not to be ignored. *Shamrock*, however, is apparently nowhere. *Rose* has gone off a bit lately, from Hayward being off colour, so the race is likely to be a much closer one than was formerly expected.

The Light Gigs will probably be cancelled off by either one or the other of the crews from the *Victor*, whose training ought to tell.

The Ladies' Purse is expected to be a very close finish between *Rose* and *Korndume*, *Rose* having a few more supporters than the other boat, while *Leek* is left out in the cold altogether.

There has not been much opportunity of judging the form of the crews entered for the cutter race, but that having from the *Victor* should have a "re-advance" in training, while, of course, something depends on the boat.

The Chinese Cup will be between the *Talkers* and *Civil Service* crews, the *Walloons* having a few backers. The *Talkers* are an exceedingly strong and well-acted lot and their Cox is all that can be desired; they should certainly pull the race off, provided nothing untoward happens to the crew.

The Brokers' Cup (double sculls) is likely to be an exciting contest, "option" being greatly divided as to the merits of the respective crews. *Lily*, *Ellen*, and *Maud* all have their backers, but *Kathleen* does not appear to find favour anywhere.

Kennett and Lawrence are certainly good for a tussle, while the *Alves* have trained carefully, and Gifford and Kew are not by any means to be neglected. The order at the finish will probably be *Lily*, *Ellen*, *Maud*, with *Kathleen* somewhere in the rear.

The results of the sailing races are of course impossible to pre-judge as so much depends on handling and the state of the wind. The leading boats are all having their bottoms seen to and rigging overhauled, while of the many additions to the fleet this season no opinion can be formed except from drawings of the boats and from the judgments formed from such inspections as to their respective sailing qualities. There are plenty of entries, and, if this morning's wind holds good, a fine race may be expected.

In the second day's programme the International is exciting much interest, all the crews being well matched and having numerous supporters. The English have had most training; but Hayward, as we remarked before, seems a bit off, while both the Scotch and German crews are good and intend to have a hard tussle for the finish. The Scotch have had much careful coaching by Caldwell, and the race should be between them and the English. It is a pity that the Irish could not manage to scrape a crew together so as to add another boat.

For the Light Gigs we again mention the two crews from the *Victor* as being likely to pull off the event.

Five boats have entered for the German Cup, four of which are warmly supported. *Thistle* appears to be over-rated, and the race should lie between *Shamrock* and *Korndume*, while *Rose* and *Thistle* can hardly be excluded. The finish ought to be exceedingly close.

The Tug should lie between Dowling and Kew, none of the other four competitors showing any remarkable skill at the oar or any great staying power.

The Giffins have had a fair amount of training, and *Korndume* should be there at the finish, provided Dowling can hold out over the mile. *Shamrock* shows up well for second place, while *Hance* is too weak for the *Thistle* and the *Victoria* lacks form.

We would impress upon the captain's necessity of their picking their crew off to bed at an early hour to-night, and seeing that they do not count their chickens before they are hatched over a whiskey and soda during the small hours. Bad heads can't pull any better than broken arms, and the Cox of each boat must have a clear head and a straight eye for to-morrow's work.

PROGRAMME.

FIRST DAY, THURSDAY, 10TH DECEMBER, 1896.

LIGHT GIGS; open to regular Chinese crews of the same Hong or Office; boats must carry a European coxswain; boats to be passed by the Committee; distance, one mile. Time 8 seconds per oar; 1st prize, \$10; 2nd prize, \$5.

CHAIRMAN'S CHALLENGE CUP; for four-oars; Cup to be held by the winning crew for one year; but to remain the property of the Club; distance, one mile and a half; entrance, \$10.

Leek.

A. A. Alves (bow)..... 1st 8 1/2
S. Robinson..... 1st 8 1/2
E. Bischoff..... 1st 11 1/2
R. F. Lammer (str.)..... 1st 11 1/2
F. H. Kew (cox)..... 1st 9 1/2

Thistle.

L. A. Rose (bow)..... 1st 8 1/2
G. C. Fullerton..... 1st 10 1/2
T. Brown..... 1st 11 1/2
W. Armstrong (str.)..... 1st 11 1/2
C. T. Kew (cox)..... 1st 9 1/2

Rose.

H. W. Kennett (bow)..... 1st 8 1/2
G. C. Hayward..... 1st 11 1/2
G. H. Potts..... 1st 11 1/2
E. Thonet (str.)..... 1st 11 1/2
F. W. White (cox)..... 1st 9 1/2

Shamrock.

T. Meek (bow)..... 1st 5 1/2
T. Connolly..... 1st 10 1/2
W. A. Stapan..... 1st 11 1/2
C. G. Kinloch (str.)..... 1st 11 1/2
R. Henderson (cox)..... 1st 9 1/2

LIGHT GIGS; open to European Non-Commissioned Officers and Men of any Regiment or Corps of the Garrison or to European crews of any of H.M. vessels or to European crews of the Police Force; entrance, \$1; distance, one mile; boats to be approved of by the Committee; time allowance, 8 seconds per oar; four boats must start for prizes; 1st prize, \$15; 2nd prize, \$10.

Kowloon Depot, 6-oars, *Unknown*
Victor Emanuel, 6-oars, *Marjorie*
Victor Emanuel, 6-oars, *John*
Royal Artillery, 6-oars, *8th Company*
Royal Engineers, 6-oars, *R.E.*

SWAMP BOATS; open to Chinese swamp boats; distance, one mile, 1st prize, \$15; 2nd prize, \$10; eight boats to start for prizes.

LADIES' PURSE; presented by the ladies of Hongkong for four-oars; distance, one mile; entrance, \$10; to be rowed in boats the property of the Victoria Recreation Club.

Leek.

T. Meek (bow)..... 1st 5 1/2
T. Connolly..... 1st 10 1/2
G. Mollison..... 1st 11 1/2
A. A. Alves (bow)..... 1st 8 1/2
A. A. Alves (cox)..... 1st 9 1/2

Rose.

W. A. Stapan (bow)..... 1st 11 1/2
F. Lammer (str.)..... 1st 11 1/2
W. Armstrong (str.)..... 1st 11 1/2
R. F. Lammer (str.)..... 1st 11 1/2
G. A. Caldwell (cox)..... 1st 9 1/2

Korndume.

C. G. Kinloch (bow)..... 1st 10 1/2
G. H. Potts..... 1st 11 1/2
H. Skott..... 1st 11 1/2
Surg. Capt. Watson (str.)..... 1st 11 1/2
F. W. White (cox)..... 1st 9 1/2

CUTTERS; confined to men-of-war crews; distance, one mile. Time allowed for oars, 8 seconds per oar; four boats must start for prizes; entrance, \$1. First prize, \$15; second prize, \$10.

Leek.

G. C. Fullerton (bow)..... 1st 10 1/2
W. Armstrong..... 1st 11 1/2
T. W. Lammer..... 1st 11 1/2
F. Lammer (str.)..... 1st 11 1/2
G. A. Caldwell (cox)..... 1st 9 1/2

Rose (Talker).

J. R. Gillingham (bow)..... 1st 10 1/2
A. C. Paddy..... 1st 11 1/2
E. E. Deacon..... 1st 11 1/2
T. Brown (str.)..... 1st 11 1/2
F. W. White (cox)..... 1st 9 1/2

Korndume (Walloons).

J. R. Gillingham (bow)..... 1st 10 1/2
A. C. Paddy..... 1st 11 1/2
E. E. Deacon..... 1st 11 1/2
T. Brown (str.)..... 1st 11 1/2
F. W. White (cox)..... 1st 9 1/2

Leek (Civil Service).

F. H. Kew (bow)..... 1st 8 1/2
S. Robinson..... 1st 8 1/2
G. Mollison..... 1st 11 1/2
R. F. Lammer (str.)..... 1st 11 1/2
L. A. Rose (cox)..... 1st 9 1/2

SAMPAN RACE; open to regular Chinese sampans; distance, half-a-mile; 1st prize, \$10; 2nd prize, \$5. Eight boats to start for 2 prizes.

BROKERS' CUP; (for double sculls); distance, half-a-mile; entrance, \$5; to be rowed in boats the property of the Victoria Recreation Club.

Lily.

H. W. Kennett (bow)..... 1st 8 1/2
F. Lammer (str.)..... 1st 11 1/2
(cox)..... 1st 9 1/2

Ellen.

A. A. Alves (bow)..... 1st 8 1/2
A. A. Alves (str.)..... 1st 11 1/2
F. W. White (cox)..... 1st 9 1/2

Kathleen.

P. Hyndman (bow)..... 1st 9 1/2
F. H. Hyndman (str.)..... 1st 11 1/2
F. X. Silva-Netto (cox)..... 1st 9 1/2

Maud.

T. Gifford (bow)..... 1st 10 1/2
F. H. Kew (str.)..... 1st 11 1/2
C. T. Kew (cox)..... 1st 9 1/2

SAILING RACE, for all open boats; any rig; Chinese owned boats; entrance, \$2; prize, \$25; course nine miles. Post entries.

SAILED RACE (in two classes); Y. R. A. Handicap; for partially decked boats; prizes, a cup for each class; entrance \$4. Course, nine miles.

FIRST CLASS.

Mr. T. W. Lammer's *Meteor*.
Mr. J. Hastings's *Maid Marian*.
Hon. F. H. May's *Phoebe*, 10 sec.
Mr. A. Denham's *Arctica*.
Officers, R. E. Sybil.

Mr. C. A. Tomes's *Chanticleer*.
Hon. H. E. Pollock's *Arctica*, 10 sec.
Mr. J. McKie's *Princess*.

SECOND CLASS.

Dr. Clark's *Dart*.
Officers, R. E. Payne.
Mr. E. M. Haselard's *She*, 4 1/2 min.
Capt. Phillips's, W. Y. R. *Ellen*, 5 1/2 min.
Capt. Long's, D. A. G. *Seabreeze*, 9 min.
Mr. W. Hamann's *Ellen*, 9 min.

Course.—From a line between a flagboat off Kowloon Wharves, flying a White Ensign, and a markboat flying a Red Ensign, round a mark boat between Green Island and Stonecutters' Island, leaving it to starboard, across the starting line, round markboat of North Point, leaving it to starboard, and finish across the starting line from E. to W.

HONGKONG GOLF CLUB.

The December competition for the Captain's Cup took place from the 5th to 7th inst., with the result given below. The weather was gloriously fine, the links in good order, and the greens, if somewhat keen, could not be found fault with. Nevertheless, the general play was not up to the usual standard, and there should have been more returns in the neighbourhood of 83, considering all the favourable conditions.

CAPTAIN'S CUP.

Mr. C. W. May..... 90 12 78
A. S. Anton..... 90 8 84
V. A. C. Hawkins..... 93 8 85
G. Stewart..... 91 18 89
G. W. F. Playfair..... 107 18 89
P. de C. Morris..... 104 13 91
C. H. Girard..... 107 12 95
Wins the Pool, 18 entries.

"POOL."

The above players also entered for the Pool, together with:

Mr. C. H. Grace..... 103 23 97
Mr. C. A. Tomes..... 105 11 94
16 entries.

FOOTBALL.

The Football Club will play 12 Company R.A. at 4 p.m. to-morrow.

A REMARKABLE ACHIEVEMENT.

To the chief engineer, Mr. Ostfelder, of the Norwegian steamer *Herman Vidar Jarlsberg*, belongs the honour of having successfully executed a very difficult job in mid-ocean, thousands of miles from engineering works and machine shops, and depending solely on his own very limited resources. This achievement is well worth recording, partly because it has so seldom been done, and, if for nothing else, just as an example of how man's ingenuity can overcome all obstacles if properly applied.

The *Herman Vidar Jarlsberg*, of Bergen, Norway, 1951 tons register, was built in Harlepool in 1890 for her present owners. She is commanded by Captain Reimers, and has made several voyages to Yokohama. During September last she left Yokohama for San Francisco, via Moravia, and made a passage across in 21 days. In San Francisco the steamer took 415 tons of wheat for Calcutta, and sailed for that port on the 11th of October, via Yokohama, where the captain intended to put in for coals. Everything went well until the 5th of November, but the weather was very severe, gale succeeding gale with increasing regularity, and the ship labouring badly in the heavy seas. On the morning of the 5th of November the engineer on watch noticed a peculiar sound issuing from the tunnel, and immediately called the attention of the chief officer, who at once ascertained that something was amiss with the shaft, and ordered the engine to be stopped and the fires drawn. On examination it was found that the thrust shaft, a piece of wrought iron 12 inches in diameter, 27 feet in length, and weighing 31 tons, and secured with five solid collars

was broken; the crack extending from the first to the second collar, and then obliquely across. A few more revolutions would probably have dashed the shaft beyond possibility of repair, and the ship would then have been drifting about at the mercy of the waves for an indefinite time. As it was, it would be a difficult undertaking, but to the intense relief of the captain, the chief engineer assured him that it could be done and that he could do it. For one week they laboured at the task while the ship was most times rolling in the trough of the sea; for days it required all hands on board to steady those working at the large at the bottom of the ship, one man holding on to another, from one awkward position to another, but still the work went on. Every available piece of iron on board was made use of, even some of the "twelve deck stanchions," 3 1/2 inches in diameter. Bolts from 15 to 19 inches in length were made, and holes for these had to be drilled in collars and shaft; haws were hammered out and secured, and all this was done when the ship was tumbling about at a fearful rate. On the 12th of November the repairs were pronounced finished, and fires were re-lit and the ship proceeded on her way at reduced speed, from 45 to 50 revolutions per minute. The chief and second engineers, having been on their feet for 145 hours—which seems impossible, but the fact all the same—were now in want of a rest; but not for many days, however, for on the 16th the same curious sound was heard and the fires had to be again drawn. It was then seen that the crack had widened out and also lengthened; two steel keys, 16 inches in length and 2 1/2 in. by 3 in., were driven into the shaft, and more bolts through the collars. On the morning of the 19th steam was again got up, but at 1 a.m. another stop had to be made for 13 hours. On the 21st a five-hour stoppage was required to drive in wedges and tighten up bolts. The crack was now extending perceptibly. Many times when the ship rolled it would open out for an inch and more, and the utmost vigilance was required to keep the steamer going at even this reduced speed. Thanks to the precautions taken, the *Herman Vidar Jarlsberg* arrived safely in Yokohama harbour on the 22nd of November, 41 days from San Francisco, and here the final break occurred. In anchoring, the steamer had to go astern, but three revolutions had barely been made before the shaft collapsed and broke in two pieces, and if the engineer had not quickly stopped the engines, more serious damages would have been the result. On the 25th, the shaft was taken out, and a most curious specimen of a long iron piece was the result. The inside of it consisted apparently of scraps of iron, some rusty, enclosed within a shell of about 1/2 inch in thickness, and how it has so long withstood the heavy strain on it is wonderful; twelve flaws can be plainly seen from the surface. A photograph will be taken of this remarkable shaft for the benefit of those concerned. The Harlepool engine-builders will probably, however, not make any more shafts for this Company. It does not speak very well for Yokohama enterprise that the steamer has now to send down to Hongkong for a new shaft, thereby entailing a loss of time here of two months, and what they lack in time here they may possibly make up for in something else. Too much praise cannot be given to the chief engineer—who is quite a young man, by the way—and the captain, and in fact to everybody, for bringing their vessel in safety to Yokohama.—*Japan Gazette*.

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In the human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body loses flesh, skin becomes pale, and the whole system is in danger.

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FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"
Captain Bathurst, will be despatched for the above Ports TO-MORROW, the 10th instant, at Daylight.For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 9th December, 1896. [1896]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ZAFIRO,"
Captain Cobban, will be despatched for the above Port TO-MORROW, the 10th instant, at Noon.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 9th December, 1896. [1896]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"WOOSUNG,"
Captain Jones, will be despatched as above TO-MORROW, the 10th instant, at 2 P.M.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th December, 1896. [1896]

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FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"
Captain Ellis, will be despatched for the above Port TO-MORROW, the 10th instant, at 3 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures a plentiful supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon is carried.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd December, 1896. [1896]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"
Captain T. R. Galloway, will be despatched as above on FRIDAY, the 12th instant, at Noon.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 4th December, 1896. [1896]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"MEMNON,"
Captain Moiridge, will be despatched as above on SATURDAY, the 13th instant, at 7 P.M.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th December, 1896. [1896]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"AGAMEMNON,"
Captain Steves, will be despatched as above on THURSDAY, the 11th instant.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 5th December, 1896. [1896]

SAILING VESSELS.

FOR NEW-YORK.

THE 3/4 A. L. 3/4 m. American Ship

"WILLIAM H. SMITH,"
Wilson, Master, will load here for the above Port, and will have quick despatch.For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 10th October, 1896. [1896]

FOR SAN FRANCISCO.

THE 100 A. British Ship

"CLAN MACFARLANE,"
Templeton, Master, will load here for the above Port, and will have quick despatch.For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 9th October, 1896. [1896]

FOR SAN FRANCISCO.

THE British Barque

"SUMBABA,"
Rehberg, Master, will load here for the above Port, and will have quick despatch.For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 7th December, 1896. [1896]

NOTICE TO SHIPPERS.

FOR SAN FRANCISCO.

THE 100 A. Iron 4-mast British Barque

"MATTERHORN,"
Captain J. Williams, will soon be ready to load for the above Port, and will have quick despatch.For Freight, apply to
MELCHERS & Co.,
Agents.

Hongkong, 28th November, 1896. [1896]

FOR NEW YORK.

THE 3/4 L. L. 1. American Barque

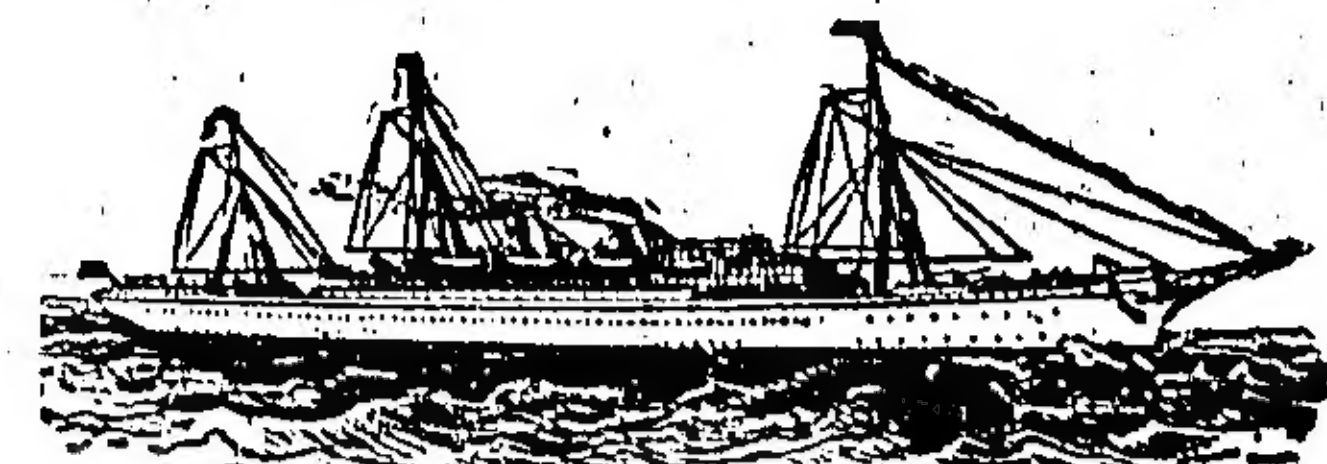
"PENOBSCOT,"
Captain Macgill, will load here for the above Port, and will have quick despatch.For Freight, apply to
ARNOLD, KARBURG & Co.,
Agents.

Hongkong, 30th November, 1896. [1896]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 23rd December.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 20th January, 1897

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 17th February, '97.

The magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines; which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE of its TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 25th November, 1896.

D. E. BROWN, General Agent,
Paddis Street.OCCIDENTAL & ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES, MEXICO,

CENTRAL AND SOUTH AMERICA, AND EUROPE.

AND

THE OVERLAND RAILWAYS, AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Thursday, 10th Dec., at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama).....

Tuesday, 29th Dec., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Saturday, 16th Jan., at Noon, 1897.

THE Company's Steamship

"COPTIC,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 10th December, 1896, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent
Hongkong, 24th November, 1896.F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR
HARTMAN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND BRAND,
HARTMAN'S GREY PAINT,
DAIMLER'S PATENT MOTOR LAUNCHES
&c., &c., &c.Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR/SCOTCH
WHISKY, &c.EVERY KIND OF
SHIPS' STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th May, 1896.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Saturday, 19th Dec., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....

Thursday, 7th Jan., at Noon, 1897.

China (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama).....

Tuesday, 26th Jan., at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 19th December, 1896, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent
Hongkong, 3rd December, 1896.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

LIFE FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 6th March, 1896.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.Through Bills of Lading issued for BARATIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.

THE Steamship

"ROHILLA."

Captain F. N. Cole, carrying Her Majesty's
Mails, will be despatched from this for BOMBAY,
&c., on THURSDAY, the 17th December, at
Noon, taking Passengers and Cargo for the above
Ports. This steamer connects at Bombay with the
S.S. Oriental leaving that Port for London
direct on the 9th January, 1897.Silk and Valuable, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 3rd December, 1896. [1896]

NORTHERN PACIFIC
STEAMSHIP AND RAILWAY
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to
the very cheap rates offered by this Line
to the PACIFIC COAST and the INTERIOR and
EASTERN CITIES of the UNITED STATES and
CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table.
Doctor and STEWARDSS carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS. The
YELLOWSTONE NATIONAL PARK route. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Ports on application.
Special rates allowed to members of Govern-
ment Services.PROPOSED SAILINGS FROM
HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria 3.167 | Tuesday ... | Dec. 29.

Olympia 2.658 | Tuesday ... | Jan. 19.

Evanston 2.801 | Tuesday ... | Feb. 9.

Tacoma 2.549 | Tuesday ... | Mar. 2.

THE Steamship

"VICTORIA,"
Captain sailing at Noon, on
TUESDAY, the 29th December, will proceed
to VICTORIA (B.C.) and TACOMA (Wash.),
via SHANGHAI, KOBE and YOKOHAMA.Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canadian and
United States Ports.Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by steamer to
the care of the Freight Agent, Northern Pacific
Railroad, Tacoma, Wash.Parcels must be sent to our Office (with address
marked in full) by 5 P.M. on the day previous to
sailing.For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong 8th December, 1896.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT.

BLACK SEA AND BALTI PORTS:

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern Tuesday ... | 5th Jan.

Prinz Heinrich ... Tuesday ... | 2nd Feb.

Preussen Tuesday ... | 2nd March.

ON TUESDAY, the 5th day of January,
1897, at 9 A.M., the Company's Steamship
"BAYERN," Captain with MAILED
PASSENGERS, SPECIE and CARGO, will
leave this Port as above, calling at NAPLES and
GENOA.Shipping Orders will be granted till Noon on
SATURDAY, the 2nd Jan. Cargo and Specie
will be received on board until 5 P.M. on MONDAY
the 4th Jan., and Parcels will be received at
the Agency's Office until Noon on MONDAY, the
5th Jan. Contents of Packages are required.
No Parcel Receipts will be signed for less than
£2.50 and Parcels should not exceed Two Feet
Cubic in Measurement.The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.